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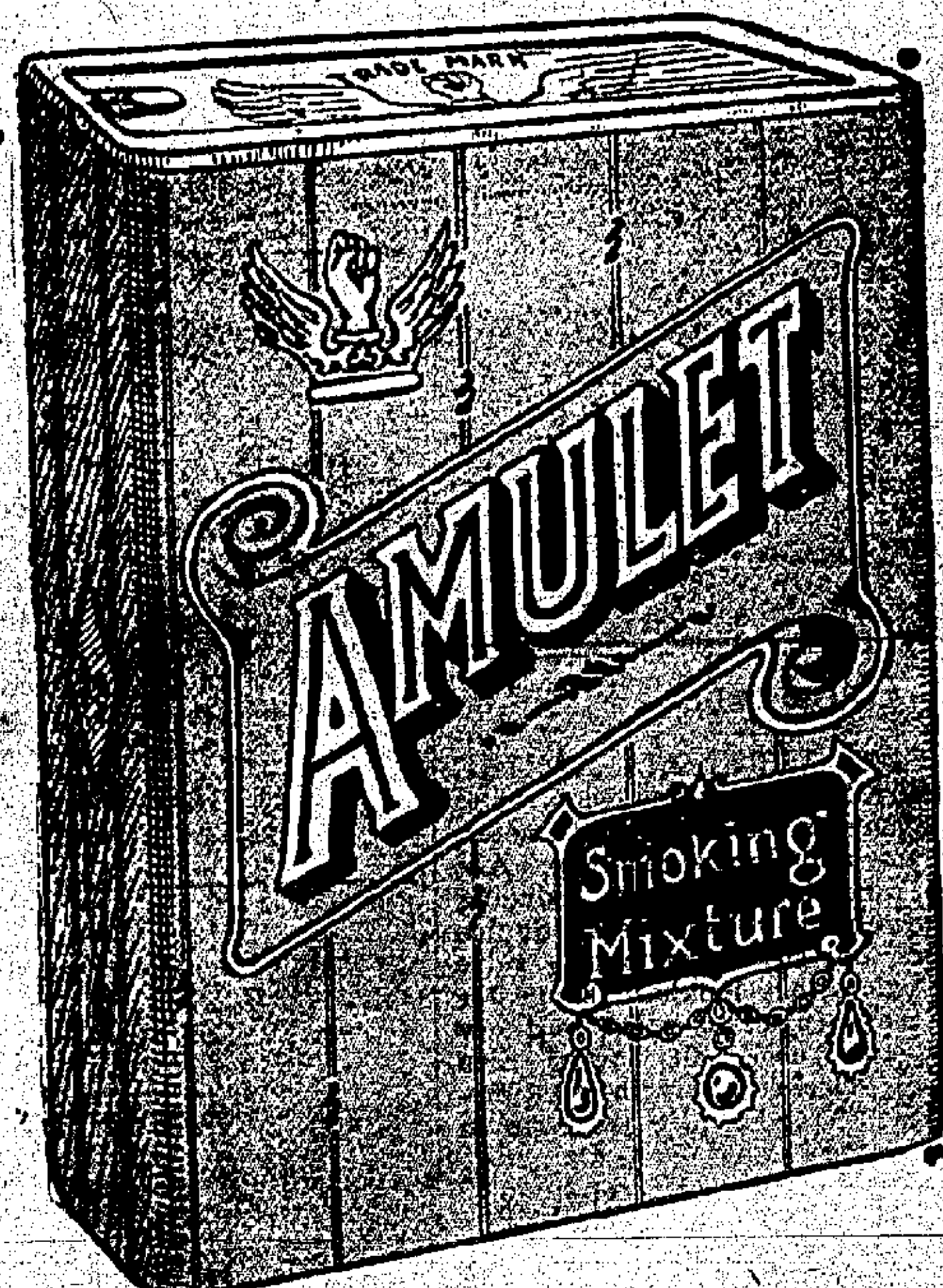
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**GUN AGAINST AEROPLANE.**

[BY FREDERICK A. TALBOT, AUTHOR OF "AERO-PLANES AND DIRIGIBLES OF WAR."]

If one looks through the casualty lists closely one is impressed by the steadily increasing losses among the fighting men of the air on both sides.

In the early days of the campaign the airmen had things all their own way and the battle for supremacy in this field was fought and decided among themselves. But as the war progressed, and more knowledge was gained from actual experience concerning the possibilities of defensive artillery measures, the air grew more and more unhealthy.

On the outbreak of hostilities practically nothing was known about anti-aircraft artillery. The efficiency of the weapons which had been evolved was essentially speculative, because it was one of those branches of warfare in which it had been impossible to gain any reliable data in times of peace.

The Germans had the advantage in regard to anti-aircraft weapons during the early days of the war. Their military experts had pursued their investigations along a matter of fact lines, and they were superior to the Allies in this direction. The German staked his anti-aircraft measures upon a type of gun which was promptly nicknamed "Archibald" by the British soldiers. It was a quick-firer, mounted upon a special type of pedestal so as to secure an extra elevation, and was capable of throwing shrapnel to heights variously estimated as ranging from 4,000 ft. to 6,000 ft. In the opening days of the war the "Archibald" was regarded with a certain measure of contempt for the simple reason that it appeared to be greatly overrated. But this was not the fault of the weapon itself. It was due to the fact that the gunners were unfamiliar with such firing operations.

Three types of anti-aircraft weapons were in general use, two of which came from the Krupp works and the other from the Ehrhardt factory. The first named were of two calibres—4.5 centimetres (2 1/2 in.) and 3.5 centimetres (4 in.) respectively. The Ehrhardt field piece was 7.5 centimetres (3 in.). Each of these weapons was designed for a specific duty, the 7.5 and 10.5 centimetres weapons being mounted upon motor-cars to pursue aircraft, while the third was a semi-portable field piece, being mounted upon a certain type of carriage which enabled the maximum elevation to be obtained with facility.

NEW GERMAN SHELL.

The fact that the German anti-aircraft gunners were immature cannot be denied, while there is no doubt that the wrong type of shell was used. Shrapnel shell was unsuited to the disablement of aeroplanes. Airmen of the Allies have told me that when flying from 5,000 ft. to 6,000 ft. they were struck with flying fragments of the projectiles, but the latter had no effect and their force that they bounced off the coat without inflicting even the slightest bruise. It was for this reason that the "Archibalds" came to be regarded with disdain.

But there is a vast difference between firing at an elevated aeroplane and at an objective upon the ground. When a shell is hurled at an antagonist 5,000 ft. aloft, and almost directly overhead, the projectile during its flight is pitted against the adverse downward gravitational force, with the result that its speed is considerably less. The efficiency of shrapnel depends upon the sum of two forces, the travelling speed of the projectile plus that imparted to the bullets within at the moment of bursting by the forces of the explosive.

This was the feature which the German gunners had miscalculated. Accordingly, a new type of shell of higher velocity, greater range, and considerably increased bursting power became imperative. This temporary failure proved an inestimably fortunate circumstance for the Allies, because it gave us the time to overhaul our defensive systems. In spite of the contempt cherished by the soldier for the German "Archibalds," the authorities were unanimous in their decision that this was the correct type of arm for anti-aircraft duty. The Teuton idea was therefore embraced, improved in accordance with the lessons taught by the war, and modified to meet the particular conditions which the Allies considered indispensable. The result was that the arrangements for the production of the new type of shell they found that the Allies had not only drawn level but had secured a superior position in anti-aircraft artillery.

The struggle between gun and aeroplane recalls that which has raged for so many years in naval circles in connection with "gun v. armour." So far as air fighting is concerned, the advantage has passed from the aeroplane to the gun. Not only has the weapon been improved, together with its projectile, but the sighting arrangements have also undergone pronounced modification and simplification to facilitate the expeditious picking up of the range and laying of the weapon upon the rapidly-moving enemy. As rapidity of fire is also highly important, special attention has been devoted to the mechanism of the weapon, its system of recoil, and loading arrangements. The broad principles of the French rapid-fire system, as shown by the famous "75," have been widely adopted and adapted to this particular duty, with the result that the anti-aircraft gun of the moment is about 600 per cent. more formidable than the type in service eighteen months ago.

REVOLUTION IN FIRING.

The disposition of the weapons, combined with the system of firing, has also undergone a revolution. Instead of a haphazard arrangement they are now planted upon a mathematical and scientific basis, and the firing is quite as methodical. It is now possible to ensure that a hostile aeroplane is under fire the

**RAISING THE WIND.**

APPEAL TO AUSTRIAN INNO-CENTS ABROAD.

The following heroic effort, naturally loses much of its bombast in the translation. It brings to mind the Austrian—or more often German—"tourist," who, clad in all the paraphernalia of the mountaineer, alpenstock, leather in hat and all, braves the ascent of some convenient Vesuvius—in an electric tram.

To such a one might it appeal. But we doubt whether the Austrian or German abroad to whom it is addressed, who rarely confines himself to German official news, will swallow such a clumsily-made bolus without choking. It is strange that the Central Powers find it worth while to fight such a humble quartet as the appeal describes. Russia, crushed, Italy, awaiting the end, France sacrificed to her gaming instincts, and last of all, anxious Albania.

The appeal is an attempt to gain the support of Austria and her Allies in the Far East in the flotation of another, the fourth, Austrian war loan. It is issued at Kronen 93 per Kr. 100 nominal, and bears 5 1/2 per cent. Or, alternatively, in the 4th Hungarian war loan issued at Kr. 97 and bearing 6 per cent. Both are exempt from taxation. "A world of meaning is contained in the clause on the application form: 'Repayable probably after 25 years'; details at the present moment being lacking. Abstract certainties and concrete probabilities are a troublesome team to drive.

Exchange is fixed for the Austrian 5 1/2 per cent. loan at Ts. 17.50 Kr. 100, and for the Hungarian 6 per cent. at Ts. 18.50 per Kr. 100. The loan is open till May 30th.

The following is a translation of the appeal:

WHAT THE PEOPLE'S TONGUE HAS WON THE WARrior's sword has not won the task. Our heroes have fulfilled their task. Serbia and Montenegro are no more. The Russian bear is powerless, discouraged, and crushed, and is only awaiting the coup de grace which we and our allied armies, at a given signal from their gallant commanders, will deliver.

Italy awaits the end with fear and regret. With the desperation of the gambler the French have sacrificed their generation of power to the machine-guns and cannon of the German. Troubled and anxious, rapacious Albania sees the fate of her Allies approaching her. She is making preparations to meet it, but only empty words of consolation, which, at their last gasp, are now thrown to encourage them.

Hold out! Our enemies are at the end of their resources! Even our brave ones in the field hear it. Their sword in high-swinging, that is ready to deal the blow; their arm outstretched is ready to strike. They glance back at their brethren in the garb of peace. Will they do their duty as we have done it? Will their courage sacrifice to the State supply the means to support the widows and orphans of those fallen in the field, keep our wives and children, and give us the sharp sword with which to complete our work of liberation?

The success of the 4th War Loan will give the answer. It is an army of volunteers that the State calls up, as a sign, and in its ranks should be no gap as none existed in the ranks of those at the front.

Even to us, far from home, comes the call. Our call at the time of the 3rd War Loan has, in consequence of the true support of our Allies—for which we here sincerely thank them—and thanks to the understanding and sacrifice of our compatriots, had a grand success. Since then our armies have fought battles; we must keep step with them.

The proud regret of our heroes for their fallen brethren will be softened by the thought that their dependents will be cared for, and as they realize that this burden is lifted from their shoulders so will their sword fall with greater power. We shall rush to meet our returning warriors with the victor's laurel, and welcome them with the Kaiser's banner bearing the words: "Virtus unius est."

whole time it is passing over a certain zone. The latter may represent a belt thirty or more miles in width. As soon as the aeroplane passes beyond the range of one group of guns it enters that of another group, irrespective of the direction of flight. Moreover, this system possesses the advantages of flexibility, since additional units can be brought into use with the minimum of delay and difficulty.

One result of this present superiority of the gun over the aeroplane is that the airmen have been forced to fly at greater altitudes than was formerly the case. Machines have been brought to the ground after having been struck at a height of 8,000 ft. At the moment even 10,000 ft. is not regarded as being a safe level. The airmen being pushed to such a height, his endeavours have been practically nullified, unless he is bent upon reaching a point at a great distance beyond the zone fringing the battle line. He cannot carry out scouting work at such a height, nor can he drop bombs, unless accuracy of bomb-fire is immaterial.

The efficiency of the anti-aircraft weapons and methods now in vogue is brought home to us on every side. Consider, for instance, that obvious German reluctance to raid Paris by way of the air. There is every reason to believe that if methods such as we have in operation at the front had been available in this country the Zeppelins would have met with such a reception as would have compelled them to turn tail before meeting with disaster. The disablement of the dirigible may be somewhat more difficult than the wounding of an aeroplane, but the fact that a laden Zeppelin is compelled to keep to a comparatively low altitude would have been overwhelmingly in favour of powerful rapid-fire guns disposed on lines precise at the front.

(Continued on next Column.)

**CLIMATE AND GENIUS.**

THE PROFESSORS AGREE.

If a hundred leading scientific men of Northern American States had been taken South just after birth and brought up as Southerners, would they have attained eminence in science? Prof. J. McKeen Cattell thinks not. In an article on "Families of American Men of Science" in *The Popular Science Monthly* he gives evidence to show that "a boy born in Massachusetts or Connecticut has been fifty times as likely to become a scientific man as a boy born along the south-eastern seaboard from Georgia to Louisiana—that is, if he stays where put. The chance is due partly to heredity and partly to environment, but apparently climate has a good deal to do with it. Says Professor Cattell:

"It is evident that what a man can do depends on his congenital equipment. How far what he does depends on his environment, and how far on his congenital equipment, or how far his congenital equipment depends on that of his parents and his family line of descent, we do not know.

"These great differences may properly be attributed in part to natural capacity and in part to opportunity. When it is asked how far the result is due to each of these factors, the question is in a sense ambiguous. It is like asking whether the extension of a spiral spring is due to the spring or to the force applied. Some springs cannot be extended a foot by any force; no spring can be extended without force. The result depends on the relation between the constitution of the spring and the force applied. If the 174 babies born in Massachusetts and Connecticut who become leading scientific men had been exchanged with babies born in the South, it seems probable that few or none of them would have become scientific men. It may also be the case that few or none of the babies from the South transplanted to New England would have become scientific men, but it is probably true that a nearly equal number of scientific men would have been reared in New England. It is certain that there would not have been 174 leading scientific men from the extreme Southern States and practically none from Massachusetts and Connecticut.

DARWIN AND LINCOLN.

"A Darwin born in China in 1809 could not have become a Darwin, nor could a Lincoln born here on the same day have become a Lincoln. There have been no Civil War. If the two infants had been exchanged, there would have been no Darwin in America and no Lincoln in England. Darwin was a member of a distinguished family line possessing high natural ability and the advantages of opportunity and wealth. Lincoln had no parental inheritance of ability or wealth, but he had innate capacity and the opportunity of circumstance. If no infants had been born with the peculiar natural constitutions of Darwin and Lincoln, men like them could not have been made by any social institutions, but none the less the work they did might have been accomplished by others, and perhaps their fame would have been allotted to others.

President A. Lawrence Lowell has remarked that we have a better chance of rearing eaglets from eagles' eggs placed under a hen than from hen's eggs placed in an eagle's nest. But it is equally true that we have a better chance of raising tame eaglets in a chicken-coop than in an aviary. The difference between a man interested in science and a scientific man is not that between a chicken and an eagle, but that between an untamed chicken and a trained cock. Some cockerels can be trained better than others, but there are innumerable cockerels that might be trained and are not.

NEGRO AND WHITE MAN.

Somewhat similar ideas are advanced by Prof. Ellsworth Huntington, of Yale, in an article entitled "Is Civilization Determined by Climate?" He notes that even taking two persons with so different hereditary abilities as the average negro and the average white man, their positions may be remarkably altered by climatic changes. He says:

"The negro goes North and is stimulated to energy and thrift; the white man goes South and degenerates. Social environment doubtless has much to do with the matter, but equal importance apparently attaches to an actual change in the amount of climatic stimulus, and the white man is more competent and the negro more incompetent. It seems to be a strictly physiological effect of climate, as we have seen in previous articles.

There are other cases where we can compare the negro and the Englishman more exactly than in the case just mentioned. Take South Africa, for example. "Europeans have been there only for two or three generations in any large numbers. They have gone from the highly stimulating climate of western Europe to the moderately stimulating climate of South Africa. They find themselves face to face with the Zulus, and especially the Basutos, who within a few generations have come from the unstimulating regions nearer to the equator. To-day we find a critical situation. The Europeans are not holding their own. The blacks are slowly pushing them out. The Europeans are not in danger in Cape Colony, but farther north it is an open question what will become of them. The blacks not only work more cheaply than is possible for the whites, but also more industriously. The result is that to-day about 30 per cent. of the white European population is reckoned as 'poor whites'—a shiftless set of people, living from hand to mouth, untrustworthy, and dangerous to the whole community.

"A more striking case than that of South Africa is found in the Bahamas.

(Continued on next Column.)

**HONGKONG VOLUNTEERS.**

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

APPOINTMENT.

The following extract from the H.K. Government Gazette of May 12th is published for information:—H.E. the Governor has been pleased to appoint Mr. David Templeton to the temporary rank of 2nd Lieut. in the Engineer Company of the H.K.V.C. with effect from the 11th May, 1916.

NOTICE.

2.—O.C. Companies should report two return to the Colony of members of their units who have been on leave.

ATTACHED.

3.—The undermentioned are attached to the Mounted Section H.K.V.C.:  
No. 1553 ..... Pte. R. T. Bartor.  
No. 1352 ..... Pte. R. E. Sedgwick.  
No. 1440 ..... Pte. F. A. Gace.  
No. 1770 ..... Pte. A. S. David.  
No. 1771 ..... Pte. C. C. Boyd.  
No. 1856 ..... Pte. C. P. Ross.

LEAVE.

4.—No. 1600 Pte. F. A. Redmond is granted leave of absence from the Colony from the 30th inst. to 15th September, 1916.

REVERSION.

5.—No. 1823 Lt.-Col. G. M. Lakin is permitted to revert to the ranks at his own request.

PARADES.

6.—Parades for to-day.  
5.15 p.m.—Right Section M.G. Co.—Musketry exercises at Headquarters. Left Section M.G. Co.—M.G. Drill at Headquarters. Recruits of all units—Squad Drill at Headquarters under Sergt. Major Higby. Stretcher Bearer Section—Instruction at Headquarters. Centre Section M.G. Co.—Infantry Drill at Headquarters.  
6.30 p.m.—Signalling Section "A," "B" and "C" Classes at Headquarters. Mounted Section, H.K.V.C., Drill on Polo Ground under Staff Sergt. Talbot.

DETAIL.

7.—On duty to-night—No. 2 Section Artillery Battalion.  
On duty to-morrow night—Scouts Company.  
Next for duty—Scouts Company.  
Orderly Officer till 18th inst.—Lieut. Weall.

A. F. CHURCHILL, Capt.

Adjutant H.K.V.C.

**HONGKONG POLICE RESERVE.**

EQUIPMENT BOARD.

Section and other Units will attend at 5.30 p.m. as follows:  
Tuesday, May 16th.—No. 3 Section.  
Wednesday, May 17th.—No. 4 Section.  
Thursday, May 18th.—No. 8 Section.  
Friday, May 19th.—No. 1 Section.  
Monday, May 22nd.—Band and Orchestra.  
Tuesday, May 23rd.—Maxim, Gunners, Mounted and Motor Patrols.  
Thursday, May 25th.—No. 6 Section.  
Friday, May 26th.—No. 9 Section.

JOINED.

No. 2 Platoon—Gullbar.

F. C. JENKIN, D.S.P. (R.)

**CLIMATIC ENERGY.**

Professor Huntington agrees with Prof. Cattell in regarding the Southern States of the Union as climatically unfitted for the development of a high grade of ability. He recognizes only five centres of high civilization and climatic energy—Western Europe, the north-eastern United States, Japan, North America's Pacific coast, and southern Australia, including New Zealand. Climatic energy, he says, is so much a matter of temperature, high or low, as it is of variety; and this variety is due especially to the passage of cyclonic disturbance in the atmosphere that is our ordinary areas of high and low pressure. In ancient times, the great centres of civilization in Mesopotamia, India, and China enjoyed Prof. Huntington thinks, similar variability, due to conditions favouring cyclonic movements, and their decline was synchronous with climatic alterations. He concludes:

"If this actually happened, the climatic conditions in the places where civilization was highest must have been high stimulatory. Or, rather, to put it in another way, under such circumstances the physical characteristics of great countries of the past would have been such that high civilization would have been favoured just as it is now favoured in the five great centres of modern progress. We cannot say positively that such thing occurred. Yet all the lines of evidence seem to point to it. It seems almost impossible that so great a thing as civilization should be limited by so small a thing as changes in the climate from day to day. Yet we all recognize that civilization is absolutely prohibited if the temperature stays permanently below freezing, for all life would be impossible. In spite of ourselves we are limited by nature on every side. Our freedom consists in finding out exactly how we are limited and then in devising ways to overcome those limitations.



## TRADING WITH ENEMY REGULATIONS.

### CROWN APPEALS AGAINST MAGISTRATE'S DECISION.

The Chief Justice (Sir Wm. Hoare Davies, K.C.) and Mr. Justice Gompertz sat in Appellate Jurisdiction yesterday, to hear an appeal by the Crown against the First Magistrate's decision in a case brought against Messrs. Thoresen & Co., of Hongkong, under the trading with the Enemy Regulations.

Mr. G. N. Orme conducted the appeal for the Crown, and Mr. P. C. Jenkin (instructed by Mr. A. M. Preston) represented the respondents.

Mr. Orme, in the course of an exhaustive opening statement, said the appeal was under Section 98 of the Magistrates' Ordinance, and was against Mr. Hazelland's order dismissing a complaint by the Crown against Thoresen & Co., the complaint being on a summons that on or about the 19th September that Company did trade with an enemy firm, to wit, Pasedag & Co., resident and carrying on business in Amoy, contrary to Section 2 of Ordinance 25 of 1914. That Ordinance, and consequently the charge, were amplified in subsequent Proclamations. He wished to state first the special reasons which rendered it necessary for the Court, who were in this case the prosecuting party, to appeal from a judgment of one of their Magistrates. It was not necessary for him to point out that in the present case they were under a special and peculiar duty. In matters like that concerned in the present case, which concerned Hongkong not as a Colony only, nor the internal administration of Hongkong, but as a link in a large Empire, which was involved in a terrible war, it rendered it incumbent upon the Colony, having some law with reference to trading with the enemy, to fall into line with other parts of the British Empire and not fail in pressing against persons who broke that law in the same way as similar charges would be pressed in England or other parts of the Empire. It was important that our actions in such cases should be consistent with the general policy, and that our law should be consistent with the general law, otherwise they would come to serious differences in endeavouring to enforce what the King and Legislature had intended should be enforced in the matter of dealing with enemies' trade.

When it came to the end of the war, it would be incumbent upon us to justify ourselves before the Tribunal of the Empire that we have in matters of this sort not let the rest of the Empire down, and not let any loophole by which an enemy may take advantage while the Empire is striving by every fair means to get the better of those enemies. Those were the reasons which rendered it absolutely necessary that the Crown should take the action it had.

Mr. Orme, continuing, said the subject-matter of the charge were five cases of petroleum stoves. It was alleged against respondents that these five cases of stoves were actually supplied by them to or for the benefit of an enemy firm, Pasedag & Co., of Amoy. Respondents were the agents in Hongkong for the East Asiatic Trading Company. Pasedag & Co. were the Amoy agents for the latter firm, and the stoves were sent to them from Gothenberg (Sweden), via Hongkong. The cases bore the mark "F.D. Co.," which referred to the Chinese Company, the Fukien Drug Company, the consignees. It had been proved in evidence that these stoves had been delivered to Pasedag & Co.

Mr. Jenkin—Yes, and that they had been delivered to the Chinese Drug Company.

The Chief Justice—The respondents must have had a terrible consideration for their trouble. (Laughter.)

Mr. Jenkin—Yes, we got 25 cents.

In answer to the Chief Justice, Mr. Orme said the facts were really common ground.

The Chief Justice asked Mr. Jenkin to give the Court his interpretation of the Regulations, and counsel said that respondents merely sent the stoves on to Amoy as agents for the shipping company, and they were sent to the agents of the same company at Amoy. The two agents were intermediaries between the consignors and consignees, and they merely passed on what had already been set in motion by the consignors in Gothenberg.

The Chief Justice—The Proclamations were made to prohibit trading either directly or indirectly. Before the consignees could handle the goods Pasedag & Co. would ask for and be entitled to their commission.

Mr. Jenkin said that it had been proved that the stoves were the property of the Fukien Drug Company from the time they left Sweden.

The Chief Justice—If the agents here supply an enemy in Amoy he would be entitled to make his charges. Why is not that supply within the meaning of the section?

Mr. Jenkin—Because the supply must be with the express object of benefiting. If as an accidental consequence of doing something that is not unlawful there comes benefit to an enemy firm, you are not liable. If you either supply goods to an enemy or you supply goods in such a way that you know it will benefit the enemy, and in fact do it for that purpose, then that would be within the section.

The Chief Justice—Before handing over these goods the enemy firm would have to have their charges paid.

Mr. Jenkin—Not as a consequence of what Thoresen & Co. did.

The Chief Justice—Yes, it is a direct consequence of what they did, because they forwarded the goods.

Mr. Jenkin contended that nobody could supply to Pasedag & Co. without violating the rights of the Fukien Drug Company, nor could Pasedag & Co. take the goods themselves without a similar violation.

The Puisne Judge—It was part of the shippers' contract with the consignees, and you gave Pasedag & Co. the right to these agency charges by putting these things into their hands.

In answer to the Chief Justice, Mr. Jenkin said he dropped any point in regard to whether the act came under the meaning of the word "transshipment" or the word "transmission."

The Chief Justice—We are quite satisfied that the act in question comes within the meaning of the Proclamation, and therefore we will hear you (Mr. Jenkin) after the adjournment on the question of penalty.

After the adjournment Mr. Orme contended that a question arose as to the gravity or otherwise of the evidence, and was about to refer to the magistrate's decision when

The Chief Justice remarked that the case was now out of the magistrate's hands, and they had already decided that the magistrate was not correct in law.

Mr. Orme went on to say that there were no natural rights of the subject to trade with the enemy, and trading with the enemy was a common-law offence, and if the magistrate had approached the case in that spirit and in appreciation of that fact then he might have taken a more serious view. He also suggested that their lordships might like to send the case back.

The Puisne Judge—We think it would save time and expense to deal with this case and not to send it back.

Mr. Orme then remarked that the question of rights and duties had been contemplated somewhat in the learned magistrate's notes on the case. In times of war it was the duty of everyone to see what their duties really were. He then went on to say that to trade with the enemy was against the law and was also an infringement of the common law. He also claimed that the Glasgow case concerning the Nova Scotia Iron Works and Krupp was on all fours with the present case.

After reading the case the Chief Justice remarked that they could not agree that this case was similar.

Their lordships retired in order to confer, and upon their return the Chief Justice said that they were quite prepared to accept the position taken by the respondents in that case, that what had been done was done through ignorance. At the same time, they would like to point out that at a time like the present, when exceptional legislation had been made on account of the war, it behooved everybody to take every possible care to see that the law was complied with. They had no doubt at all that the respondents had acted entirely through ignorance, but at the same time ignorance of the law was not a sufficient excuse in itself. They were of the opinion that they must impose a small penalty in order to show that the law was made with the intention of a strict adherence to it. They thought that a fine of \$25 would meet the case.

## THE "PRIVET COUGH."

### A HARDY ANNUAL.

That hardy annual, the privet nuisance, is once again reported to have commenced its catarrhal ravages in the Peak district and there is some talk of addressing a petition to the Government on the subject. As in previous seasons, there are those who claim that the pollen of the privet has nothing whatever to do with the ailment of which people are complaining, but those who suffer annually from irritation of the nose and throat when the privet is in bloom, naturally claim that the shrub is the direct cause of their discomfort. Many and diverse opinions have been expressed on the subject in the past in letters to the Press. It is well-known that "privet cough"—the name given to the catarrhal trouble popularly attributed to inhalation of the pollen of the flowering plant—is a well-recognized summer ailment in Australia and in several of the Treaty ports; indeed, at Shanghai every year the Municipal Council publishes a notification asking the public to cut down any privet that may be growing on their property, or to remove the flower before it opens. The general opinion in Shanghai is that the early summer catarrhal troubles are due to privet, and the ailment is consequently known as "privet cough." This same trouble in Hongkong, so its victims claim, is also due to the privet, and only a few years ago there was a great outcry against allowing the shrub to exist. One of the victims stated that for some years past he had noticed that during the privet season great numbers of people suffered from prolonged colds, either in the throat, chest or nose, and he was convinced, at any rate in his own case, that it was entirely due to privet pollen. This same victim brought the matter to the notice of the then Principal Civil Medical Officer, Dr. Bell, who replied that his experience in the Colony, extending over twenty-five years, did not support the theory that the privet was responsible for the symptoms described, which were commonly known as "hay fever," though he would not say that an occasional, but rare, case of individual idiosyncrasy might not occur. However, Dr. Bell submitted the letter of complaint to the local branch of the British Medical Association, and the general opinion of the members coincided with the views which he had expressed. They declared that irritation from privet was not at all common in Hongkong, though privet had existed here for many years, and that one isolated case did not afford sufficient evidence to condemn privet as the casual agent. The local Army doctors, who were also approached in regard to the matter, expressed similar views, accompanied by a suggestion that the flowering season of the privet in Hongkong coincided with considerable variations in temperature, which alone would suffice to account for the prevalence of "colds."

One fact of importance which was brought out as the result of correspondence on the subject was that the only privet found in Hongkong is the *Ligustrum Sinense*. In Shanghai two kinds are met with, but according to a leading medical man in the Northern port, the large, ordinary kind, *Ligustrum lucidum* "almost certainly does not cause catarrh," while the *Ligustrum Sinense*—the only kind in existence in Hongkong—"may cause catarrh." This same gentleman, Dr. Arthur Stanley, of the Shanghai Health Department, was not convinced, however, that the general opinion in Shanghai was correct in regard to privet as the cause of symptoms resembling those of "hay fever." There is, and always has been, a sharp conflict of opinion on the subject. On the one hand, we have the statement of the victims to the effect that great numbers of people suffer from catarrhal trouble during the flowering season of the privet, and, on the other hand, we have the doctors saying that it is not within their experience that the symptoms complained of are due to the privet. The layman's reply to the doctors is that the ailment, though a source of much discomfort, is not of such a nature as would make the sufferer seek medical advice. With the recurrence of the "agitation," the subject would seem to be worthy of further investigation. People do not rush to hospitals or call in the doctor on account of irritating catarrhal trouble even when it is persistent, and if the complaint is common among residents who live in those districts where the shrub flourishes, it ought not to be difficult for them to co-operate in an effort to have the question thoroughly investigated. April is the month when the flowering season commences, and already there are many sufferers from catarrhal trouble who attribute their condition to the pollen of the privet.

## GOLF.

### EXCITING FINAL FOR THE RITCHIE CUP.

There was some exciting golf on the King's Park links on Sunday in the final of the foursome for the Captain Ritchie Cup. The finalists were W. F. Knapton and D. J. Mackenzie, versus A. Bryson and D. C. Wilson. The match was one of 36 holes. The latter pair, who received six strokes, won by one up. Play was always good, Bryson especially showing excellent form. In the afternoon Wilson put in some good strokes, which reduced the lead of Knapton and Mackenzie. The players were all square at the 33rd green.

### GOLF CHAMPIONSHIP OF MALAYA.

The Straits and F.M.S. Golf Championship resulted as follows:—  
J. Crabbe Watt, Penang ..... 100  
S. F. B. Martin, Penang ..... 170  
A. W. W. Walkinshaw, Ipoh ..... 172  
J. L. Humphreys, Singapore ..... 173  
The fight between Crab-Watt and Martin was very keen and it was anybody's game.  
Singapore won the inter-team contest with 203, Penang being 270, Ipoh 271 and Perak 285.

### GERMAN INTRIGUE IN JAVA.

The following paragraph appeared in a recent issue of the *Sourabaya Handelsblad*:—  
ASTOUNDING NEWS FROM BUITENZORG.  
"Acting under instructions from the Colonial Secretary at The Hague, the new Governor-General of the Dutch East Indies, is personally conducting an investigation into the case of two Germans, Messrs. Keil and von Eglossheim (ex-Superintendents of the Straits of Sunda Syndicate), who are under suspicion of propagating native sedition against Dutch authority, and of having held meetings with Arabs or other foreign Orientals for that purpose. The assistant Resident of Buitenzorg is in possession of a great many incriminating documents. Some 200 witnesses were heard in the initial stages of the inquiry. The Governor-General, Idenburg, who has just retired, is said to have been so indignant at the facts that have come to light, that he declined to accede to the German Consul's request for a further inquiry. Hereupon the Consul and the Turnverein (literally, Athletic club but in fact a political association) urged upon the Netherlands Colonial Secretary the necessity of a fresh investigation, in consequence of which the new Governor-General received the instructions referred to. There is a strong presumption that the riots in the Piamonea district are a more or less direct outcome of these machinations. The greatest possible secrecy is observed in connection with this serious affair."

### FREIGHTAGE DIFFICULTY.

#### BOMBAY SHIPPERS' VIEWS.

A Press representative interviewed members of the largest shipping firms in Bombay on the problem of freights. It was stated that India has been more particularly affected since the beginning of the operations in the Mediterranean and the Middle East. With the beginning of these campaigns the Home Government increased the requisitioning of steamers in Eastern waters for carrying supplies, for transport and other war uses.

The large Indian shipping centres were then seriously affected, and Bombay was especially hard hit. Freight rates in the port last week rose as high as 175 per cent. The week before the supply was easier, and the rates did not exceed 125 per cent. In Burma the latest rate of 175 is due, of course, to the difficulty in getting steamers there.

The statements made to the Press representative do not bear out the statement of the Chairman of the Nilgiri Planters' Association, quoted by a Bangalore correspondent, that it is regrettable that prize vessels which appear on the list have to be "appealed" for over a year past and in Bombay harbour are not made use of, vessels which would carry at the very lowest estimate, between them 7,000 to 8,000 tons. As a matter of fact, there are no prize vessels in Bombay harbour at the present time.

The Clan Line, which largely affects the West Coast, had, perhaps, been particularly unfortunate of late in losing steamers through submarines, and this may have tended to intensify matters for the Planters' Associations of Southern India, but all lines have suffered by the requisitioning of steamers by Government.

The causes contributing to the present rise in freight rates are many, says the *Pioneer Mail*. Not only have rates risen because of the general situation created by the submarineing of steamers and their requisitioning by Government, but local conditions have also altered. Coal, for instance, is not now shipped to any extent from Calcutta to Bombay, but is sent on the railway, with the result that in cartage more waggons are used, and there is consequently a shortage of the latter.

## INTIMATIONS

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### HONGKONG-CANTON LINE.

Single Fare by Night Steamer	95.00
Return " " (available also for return by day steamer)	11.00
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8 a.m. FATSHAN.	8 a.m. KINSHAN.
10 p.m. KINSHAN.	5 p.m. HONAN.

8 a.m. HONAN.	8 a.m. FATSHAN.
10 p.m. FATSHAN.	5 p.m. KINSHAN.

### HONGKONG-MACAO LINE.

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HONGKONG TO MACAO.	
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Canton at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

### EXCURSION TO MACAO.

SUNDAY, 21st MAY, 1916.  
The Company's New Steamship "TAISHAN"  
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 5 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

### FARES AS USUAL.

### MACAO-CANTON LINE.

S.S. SUI TAI.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. SAIKAM, 569 tons, and S.S. NANNING, 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTON and BANULI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

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Hotel Macao (First Floor), opposite the Blake Place.

### ON SALE.

HONGKONG HANFORD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL 1915. Revised by THE HONGKONG DAILY PRESS OFFICE. Hongkong, 25th February, 1916.

### ON SALE.

BOUND VOLUMES of THE HONGKONG WEEKLY PRESS. 70 vols. 1914. With Index. Price—On Sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 16th May, 1916.







"Trade unions, and workers themselves, if the question of working to destroy the property of anyone is to be properly explained, come to realize that their part is the greater part of the Labour troubles of the past, and in the main due to lack of understanding between master and man. There is the possibility of co-operation or collaboration between Labour and Capital. Each looks upon the other as a rogue and a thief, and I again repeat that if the question of the trade war and the exploitation of man by man is to be solved, it is the workers that will help to break up their power.  
 "I think you know how this would be best accomplished. We had not opportunity to go to the great meeting of the industrialists of Germany. It would be shown that the increase in output is the way to 'high wages.' It should be shown that the commercial extinction of the Central Empires will be the greatest guarantee of peace in the future.  
 "Hard things are sometimes said, hence reference to the money our American people are making out of this war, but it is obvious it should be realized that the money they are making is being made from the goods they are supplying our enemies with materials that are urgently needed. Consider what would have occurred if America had taken the place of the Central Empires in the war. It would be a question of the millions of millions of tons of goods that our country would have to send them, and the enormous debt, and the terrible economic conditions that would have been the result of it. It is obvious that our country is in a position to win the war, and that the greater the economic conditions of the Central Empires, the more our country will benefit. It is our duty to win the war, and to win it in the most efficient manner possible."



**BATTLE OF VERDUN.**

**FRENCH STRATEGY DESCRIBED.**

Mr. R. Warner Allen, Special Correspondent of the British Press with the French Armies, writes:—

Paris, April 15th.

After over forty days and nights the Germans in their attack on Verdun are still battering away at the French advanced lines. Nowhere can they be said to be as yet face to face with the real French position. From the French point of view, the Battle of Verdun is a defensive battle, which has been carried on in strict conformity with the official text-books. In such a battle the advanced lines are bound to play a most important part. They are called upon to break the enemy's assault before he reaches the real line of defence and to wear down his numbers. Above all things a commander expects from his advanced positions that they should give him time to organise his positions in accordance with the information he receives concerning the attack as it develops, and to bring up the men and material necessary for resistance. If these objects are achieved the loss of ground inseparable from a gradual retreat on the main position, and the inevitable casualty list, which is certain to include many prisoners, are matters of small moment. The advanced lines are established with a view to their being abandoned as soon as their purpose has been served, and the troops stationed in them are bound to be sacrificed in order that essential objects may be gained.

**AN EVENTUAL COUNTER-OFFENSIVE.**

It is from this point of view that the vicissitudes of the battle round the advanced lines of the Verdun position should be regarded. Already the advanced lines have brilliantly achieved their object. Their resistance has given ample time for the organisation of the defence, and has worn down the German onslaught. The loss of advanced posts like Malancourt or the give-and-take fighting in the Bois de la Caillette are simply a part of the strategic plan of a defensive battle laid down in the military text-books. The regulations provide for an eventual counter-offensive, and they lay great stress on the importance that the right moment should be chosen for it. It is on the commander's judgment that the choice of this moment must depend, and, speaking generally, it is by no means likely that he should make his *riposte* until the enemy has reached at least the first line of his main position, unless, of course, the resistance of the advanced lines has utterly broken the enemy's strength. In France everyone is full of confidence in the high command, and in its capacity of finding the exact moment when a counter-attack can be launched with the deadliest effect against a shaken foe.


**FOORTHCOMING EVENTS.**

**TO-NIGHT**  
8.15 p.m.—Concert by Humphrey Bishop and London Star Co., at the Theatre Royal.

**TO-MORROW**  
2 p.m.—Wm. Powell, Ltd., Meeting of Shareholders.

Friday, 19th May.  
Noon—Canton Insurance Office, Ltd., Extraordinary General Meeting.  
12.10 p.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.

Saturday, 20th May—  
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.



**NOTHING IS MORE EMBARRASSING THAN EXCESSIVE THINNESS.**

It is the plump, well-developed man who "cuts the melons" and has the fun socially.

Scrawny, skinny people are seldom popular. We all admire fine figures. No dressmaker can hide a bony, skinny form.

You ought to test the one guaranteed reliable treatment which has "made good" for years in England, which has taken America by storm and which has been awarded a gold medal and diploma of honour at Brussels, Belgium.

Nothing in history has ever approached the marvellous success of this new treatment, which, according to report, has made more than thirty plump than all the "tonics" and ineffective medicines for fifty years.

There's a reason. Plump, well formed men and women assimilate what they eat. Thin, scrawny ones do not.

This new discovery aims to supply the one thing the thin folks lack, that is the power to assimilate food.

It renews the vigour, re-establishes the normal, all in nature's own way.

It is not a sham to jaded nerves, but a generous up-lifter!

A. S. WARREN & CO., LTD.,  
VICTORIA DISPENSARY,  
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[74-3]

view. The men were bearded and dirty, uniforms were mud-spattered and tattered. They had a miserable band, in which practically every instrument had a bullet hole through it. And yet," he added, "nothing in my life has ever moved me so greatly as to see those thin officers of the staff, who had been fighting doggedly for weeks in the trenches, excepting every now and then off the hill with a momentum that nothing German could stop."



## WHEN LOTTERIES WERE LEGAL.

## MAN IN THE STREET AND WAR LOANS.

The man on the pavement has not come forward with his contribution to the various War Loans as readily as might have been expected. Therefore, in certain quarters, it is proposed to appeal to his patriotism and sporting instincts at the same time by the issue of Premium Bonds bearing a low rate of interest, but entitling the holder of them to the chance of a big prize to be drawn for. In other words, the Government is advised to revive the lottery system.

It is not my purpose to enter into an argument as to whether this would be advisable from an ethical point of view. Lotteries were once as common in England as they are on the Continent to-day. There is no doubt that they were imported into England from abroad, but once having arrived they took root and flourished. It was Queen Elizabeth who first introduced them to England. Her business men led her to believe that in them was to be found an easy method of raising revenue. To this end the first English lottery was projected in 1566, but not drawn until 1589. The advertisement of this Lottery is still extant, and as it is such a unique curiosity it may be worth while to quote a few paragraphs from it. I say a few paragraphs, because the whole document would occupy the front page of this paper. It began:

"A verie rich Lottery Generall, without any blankes, containing a number of good prizes, as well of redy-money as of plate, and certain sorts of marchandise, having ben valued and priced by the commandment of the Queene's most excellent majesty, by men expert and skilfull; and the same Lottery is erected by her majesties order, to the intent that such commoditie as may chance to arise thereof after the charges borne, may be converted towards the reparation of the Havens and strength of the realme, and towards such other publique good works. The number of the lots shall be foure hundred thousand, and no more, and every lot shall be the summe of tenne shillings sterling onely, and no more."

Then follows a list of prizes, the "greatest and most excellent" of these consisting of "three thousands pounds in ready money, seven hundred pounds in plate gilt and white, and the rests in good tapiserie, metes for hangings, and other covertures, and certain sortes of good linen cloth."

In order that subscribers should remain anonymous, they were to use a device or device under which their tickets would be registered.

In spite of vigorous pushing, Queen Elizabeth's lottery did not find favour with the public. They looked with a severe regard upon this foreign innovation; and it was found necessary to supplement the original proclamation by a notice from the Lord Mayor guaranteeing the honesty of the scheme. Further, Justices and Corporations were commanded to do all in their power to make the scheme successful. Whether the ports and havens benefited eventually, we do not know.

From this time onward both public and private lotteries were frequently held. Then private lotteries were suspended by an Order-in-Council. Charles I. found in the granting of licences to hold lotteries a never failing source of income. Some of these favoured patentees made enormous fortunes out of the privilege. From time to time licences were granted to hold lotteries for particular purposes. Prince Rupert's jewels were disposed of in this manner, while others were held for supplying London with water; for redeeming English slaves; for poor maimed soldiers; and so on.

In George the Third's time the State lottery was a recognised institution. At this period rates were hardly known, and this method of raising money was looked upon by the Government as a sort of voluntary taxation.

The boys of the Blue Coat School were requisitioned to draw the numbers from the wheel. Several attempts were made to subvert the honesty of these youths. In one instance the attempt was partially successful, for at the subsequent trial it was found that a boy had been bribed to draw two tickets from the wheel at the same time, to note the number of the second one, retain it and draw it the next day, after advising his client of the number. The prisoner was discharged because there was no law under which he could be punished. Such an act was very soon passed, and the treasurer of Christ's Hospital was advised to select his boys with better care.

As may be imagined, the various bills and advertisements issued for the purpose of stimulating the sale of tickets are not without interest or amusement for us creatures of a more sober age. To this end, even Shakespeare was improved. The first few lines of a paraphrase upon his "Seven Ages" hath a certain smack:

"All the world's a lottery,  
And men and women mere Adventurers;  
As planets rule, do mortals play their parts  
Throughout life's seven ages. First the Infant—

For him, his mother, anxious to obtain An independence, buys a Lottery Chance.

And marks the ticket with her darling's name."

The last State Lottery in England was held on October 18th, 1826. On that date lotteries were said to have expired. Shall we live to see them resurrected?—Globe.

"Within the past few weeks, said the Minister of Munitions, smiling, at the denunciation of temperance advocates that waited upon him recently, 'I felt it my duty to become the greatest distiller in the world. I have taken over the whole of the patent still distilleries in this country, and I am doing my best to provide whisky for the Germans. And if the whisky pellets do half as much harm to the Germans as whisky has done in this country, I and every other patriot will be truly thankful.'

## THE BRITISH AND VERDUN. EXTENT OF THEIR AID.

Mr. H. Warner Allen, the representative of the British Press with the French Army, writes:—

France, both the France in the trenches and the France behind the lines, fully appreciates the assistance given by the British Army during the battle of Verdun. Morally, it was no small encouragement to the French troops, who have fought so long and so heroically, to know how, by an effort unprecedented in the history of war, the British Expeditionary Force had swelled in numbers to the size of a great Continental army, and that they could count on the ungrudging support of their comrades and Allies. Materially, it was an invaluable service that the British troops were able to receive and release for other duties an entire French army that was holding one of the most difficult sectors of the front.

The aid given was none the less valuable for being indirect, and it is desirable, in the interests of historical truth, that certain unfounded reports should be contradicted. I am authorised to state that the announcement reported to have been made in the Australian Commonwealth Parliament, to the effect that a brigade of Australian heavy artillery was actually fighting at Verdun, is incorrect. Other rumours suggesting that British guns and British troops were actually taking part in the battle are equally without foundation. The British Army has given far more assistance than could possibly have been offered by such piecemeal aid, and the French forces which have barred the way to the Germans has remained entirely homogeneous. This fact is fully appreciated in France, and an eloquent testimony to the achievement of the British Army is given by the following document, which will be published in the next number of the *Bulletin des Armes*, which may be regarded as the official organ of the French soldiers in the trenches:

On September 25th, 1915, when the whole French Army was waiting impatiently for details of the first French successes in Champagne and Artois, news arrived that the British Army, at the side of its French Allies, had gained a brilliant victory. In a few brief words it was announced to the troops: "The English have taken Loos. They have made their way into Hulluch. On a front of five miles, with a depth in places of two-and-a-half miles, they have carried the German trenches by storm. They have taken prisoners and guns."

In the French Army there was a general outbreak of enthusiasm. The brotherhood of arms had been expressed in action. In close contact with the French at the moment chosen by the Allied General Staff, the English had taken the offensive and vigorously driven their way into the enemy's lines. Their victory was a symbol and a promise. Everyone realised this, and rejoiced accordingly.

Weeks have passed since then, and the British Army has never ceased making itself more and more feared by the Germans. The day has gone by when the enemy could pretend to mock at "the contemptible little army of Marshal Foch." Already in the Cambresis the first proof of their valour. From Crecy-en-Brie the Coulommiers they had taken their share in the victory of the Marne, and since those glorious marches what a long way they have come and what progress they have made. For months at the side of the French troops, the valiant soldiers of Great Britain have served their apprenticeship in modern war, and as they gained in experience so they increased in number. The 60,000 men of August, 1914, are to-day 250,000. The Expeditionary Force has become a formidable army. It has often been said that Time is fighting for the Allies, but none of them has he favoured so greatly as the English.

It has become a commonplace to praise the organisation, equipment, and auxiliary services of the British Army. The striking figure of Tommy Atkins and his smart bearing have been lauded to the skies. With him the French have sung the chorus of "Tipperary," and perhaps in France too much emphasis has been laid on his picturesque side. There is, perhaps, a danger of it being forgotten that Tommy is a soldier in the most trying of wars, and that he fights as a soldier should!

## A MATTER OF TEMPERAMENT.

It is a fact, and a natural fact, that these Englishmen, who are defending at their French comrades' side the civilisation and the liberty of the world, enjoy games and exercise, and do not lose the taste for them in their cantonments behind the lines, and even in the trenches. In fact of the enemy, the Frenchman jokes and jests, as he is always accustomed to do. The Englishman plays football between the lines. This is a matter of temperament, and both have given their proofs on the field of battle. Ask the German infantry what they think of the warriors of Neuve Chapelle, Loos, or Saint Eloi. The successes of the British Army are sufficient evidence.

The list of these successes is a long one. They are composed of daily fights throughout twenty months of war, of a thousand heroic and brilliant episodes of victories like that of Loos, and of triumphs like those just won on the Ypres Canal at Commines and at Saint Eloi.

The blood of British soldiers—soldiers of Great Britain and soldiers of the Colonies—has mingled everywhere with the blood of the French. At every opportunity the British Army has proved its friendship and has had only one desire—to do more for the common cause.

Only a fortnight ago the Commandant-in-Chief of the French Armies, replying to a letter from Sir Douglas Haig, used the following words: "The French Army (Continued on next Column.)"

## BOMBERS BURIED ALIVE.

## THRILLING EXPERIENCE ON WESTERN FRONT.

Trooper Robert J. Dewar, Royal Scots Greys (Prince Arthur of Connaught's Regiment), who are on active service on the Western front, writes a thrilling story of his experiences when engaged in bombing. He says:—

Two bombing sections (ours and another) were holding a barricade at a sap-head out in front of our lines, and quite near the Germans—in fact, the night before it all happened we were throwing bombs at each other. On our last night the Germans started bombing our sap-head again. We were in the dug-out, close by the post, to give the other section a hand, it being their turn on duty. We had not been long in when there was a great explosion behind us, and our dug-out collapsed on top of us, the dug-out itself being buried in showers of chalk. We did not know what had happened, but immediately afterwards we could hear hundreds of bombs and grenades bursting all round us, and every second we were expecting one to come through amongst us.

There were seven of us—Vesmir, Ramsay, Jameson, McLeish, Carter, Johnnie, and I. The Germans had been tunnelling into our sap, having tunneled from their own trenches. We were all pinned down by the heavy timbers of the roof, and there was total darkness. Carter was killed by the shock of the first explosion. Just on the back of it there was a second explosion, and the ground under Carter opened up, and swallowed him, and buried Johnnie up to the waist. Ramsay, who was nearest to where the door had been, started scraping away to make a hole for us to get out, but he managed it, but he had only got his head and shoulders through when a bomb landed in front of his face, and killed him instantaneously. Another part of the roof slipped down and pinned his body in the back, so there he lay blocking up the door.

None of us could move, but I had my arms free. I was next to Ramsay, and I wrestled all night to try and get his body out of the doorway, but I could not move it. All through the night the others tried to disentangle themselves, and just before dawn Vesmir, who was next to me, and on the top of my legs, managed to shift, and left me a little more free. I had managed to keep a small hole over Ramsay's body for air, I saw that the only thing to do was to dig down under Ramsay, and let his body down far enough to allow us to get out over the top of him, so I started digging with my hands under his face and shoulders. It was a terrible job, and I had to stop occasionally for a rest, as I could only work from my elbows, and with cramp and wrestling I was tired out. All this time Johnnie's legs were buried, and nobody was able to help him, but he bore it very bravely, and never complained.

At last, in the forenoon, I had a hole big enough to squeeze through, and when I got out I could not recognise the place. There was nothing but huge heaps of white chalk, and I saw the German trenches about thirty yards away. I expected every minute to hear their bullets, but they fired none. I think I must have appeared too quickly, and I did not give them much time. I dashed off in the direction where I knew our trenches lay, and came to a crater made by the explosion. I ran into it, and there saw one of our snipers, looking over his steel shield. I made for him, and got into the new sap beside him, after which I was soon back to the regiment, where everyone was amazed to see me.

In the meantime, after I had got out and made more room, McLeish was able to dig out Johnnie's legs. We had expected that Johnnie would need a stretcher, so I went back immediately in the direction accompanied by the doctor and a corporal to help him out. When we got to the other side of the crater, the doctor said that it was impossible to take a stretcher in daylight (the Germans had started shooting heavily), but with a great effort, and great good luck, Johnnie managed to get back himself. When he got into the trenches his injuries were dressed, and he was taken away straight to hospital. The other three of us—Jameson, McLeish, and I—had our hands nearly shaken off, every one was so glad to see us back, and the officers took us straight to their mess for dinner. I am all right, but still a bit stiff, though I have done no more duty yet.

is well aware that, when recently an appeal was made to the camaraderie of the British Army, it replied by offering unreservedly its immediate support. In these words General Joffre made a just appreciation of a further proof of the closest fraternity of arms between France and Britain.

To-day, in the trenches of Ablain Saint Nazaire and Canency, at Souchez, and Neuville Saint Vaast, in all the villages of Artois, wrested by French courage from the invaders, Highlanders, Australians, Canadians, and the men of England, Wales, and Ireland are on guard, preparing themselves for battles yet to come. Previously the British had undertaken the difficult task of defending Verdun, the Labyrinth, Notre Dame de Lorette, and the slopes of the heights of Thieus and Vimy, where so much French blood was heroically shed. Would it be possible to find a more eloquent proof of union and friendship, which the Germans would give their souls to break?

While the English friends of France are thus fulfilling the duties of their alliance, the French troops before Verdun are obstinately defending the common cause against the ferocious assaults of the enemy, whose desperate efforts break against their resistance. The British Army is following the struggle with interest and emotion, but it is not, and never has been, inactive.

## HOW HUNGARY FEELS.

## RESENTMENT AT BEING GERMANISED.

Various points in a correspondence to the *Idea Nazionale* from Budapest are of interest, as they show how obnoxious to Germany's will her allies have become. The *Idea's* correspondent asserts that the desire for peace is universal, and that the Hungarians cannot understand why the Entente Powers do not acknowledge that the game is up.

In the meantime the rise in the price of foodstuffs has increased, and is still increasing in an alarming manner, and the Government is powerless to check it, having been caught totally unprepared at the beginning. The only foreign market which is still open to Hungary is Rumania, but the relations between the two countries—never particularly cordial—have been strained considerably by the Rumanian Government's action in massing troops on the Hungarian border.

Dissatisfaction with German overbearing methods is felt everywhere, and a pamphlet, secretly printed and circulated privately, asks whether there still exists an Austro-Hungarian General Staff. The answer occupies some twenty pages of print and documents giving dates and figures to show that the Austro-Hungarian Staff is only the orderly of Berlin. "It is not Vienna but Berlin," says the writer of the pamphlet, which directs, pulls the wires, issues military commands and even the most unimportant orders. Vienna is only the scapegoat for the "cafes" of the Prussian Staff. Berlin issues the orders, but if anything goes wrong Vienna is made to pay. In its turn, when possible, Vienna throws the blame on Budapest. Examining the German penetration in other channels, the writer affirms that the internal affairs of Austria-Hungary have become a German monopoly. "We think (he writes), we act, we live in accordance with Germany's thoughts. The capital has been transferred to Berlin and thence are issued the regulations and directions not only as regards our foreign policy, but our internal affairs as well. We have been Germanised without perceiving it. Every day, on rising, we discover that somehow we have become a little more German than the day before."

The pamphlet closes with a violent tirade against "Deutschtum" and a quest that the Hungarian Government should take strong action to put an end to the infiltration of Hungary by Germany, which, "like the water of the sea, corrodes, breaks through, and destroys the national unity."

The correspondent of the *Idea* asserts that the pamphlet reflects faithfully the opinions of the majority of Hungarians.

## THE GERMAN VIEW.

## COUNT REVENTLOW ON PRO-ENGLANDISM.

An amusing but instructive article is published by Count Reventlow in the *Deutsche Tageszeitung* on the alarming spread in Germany of what may be called "pro-Englandism." Even to-day, he complains, these men and women, who are Germans and call themselves Germans, are impressed by the English character. They feel the irresistible need of adapting themselves to it, of flattering it, and of submitting themselves to it. They are impressed by everything—by the English mode of living, intercourse, and society, by English sport and tea-drinking, by the daily mode of life and distribution of time in short, it is the Anglomania of twenty years ago. Since then the German population has grown enormously, and proportionately the number of these admirers of the English may have become smaller. But in absolute figures their number has certainly not become less, and their influence must not be under-rated.

Count Reventlow regards this "pro-Englandism" as downright treason, and continues to enumerate its crimes:

From the very beginning of the war these people have not ceased to condemn as wanton crimes the air raids on English cities. Especially indignant were these German culture-mongers when London was bombed. They are opposed, it needs scarcely be said, to all ruthless warfare against England. They consider every condemnation of English character and English practices as a disgrace to civilization and as an offence against themselves. They have an almost religious awe for the boundlessness of British might and regard it as an impertinence which must meet with its due punishment that Germany has not followed in the wake of England, but is carrying on war against her.

Count Reventlow proceeds to tell us how the pro-English propaganda is carried on:

These pro-English sentiments are not kept by those who hold them to themselves, but are actively and zealously propagated both orally and by means of letters—very interesting letters indeed. The picture would not be complete if the fact were omitted that female co-operation plays a great rôle in the business. We even think that the female element is taking a leading part. It is needless to observe that this propaganda is anti-German, and therefore, highly dangerous. They work incessantly, though unobserved, like field mice in a corn field. We deem it to be our duty to draw attention to the undermining work of these pro-English and English elements.

## WEATHER REPORT.

On the 15th at 12.13 p.m.—A feeble anti-cyclone covers Japan.

The southern depression has developed into a typhoon, with centre about 100 miles to the east of Tourane at 8 a.m. this morning. It is now moving westward.

Pressure has increased moderately along the east coast of China, and decreased slightly along the south coast and over the Philippines.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.60 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT FORECAST.  
Hongkong & Neighbourhood E. winds, moderate; fine to cloudy.  
Formosa Channel N.E. winds, fresh.  
South coast of China between Hongkong and Lamook. The same as No. 1.  
South coast of China between Hongkong and Hainan. The same as No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 15th.

	Previous Day at 5 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.77	29.76	29.70
Temperature	78	79	85
Humidity	79	86	75
Wind Direction	East	East	East
Force	4	3	4
Weather	0	0	0
Rain	0	0	0

Highest open-air Temperature on 14th—79.  
Lowest open-air Temperature on 14th—77.

## HONGKONG TIDE TABLE.

From 16th to 22nd May, 1916.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H.K. Time	Height	H.K. Time	Height
Tues.	16	h. m.	ft. in.	h. m.	ft. in.
		7 41	6 0	1 45	2 5
Wed.	17	8 56	5 0	2 53	1 1
		8 15	7 4	2 16	2 7
Thurs.	18	9 20	4 8	3 38	0 5
		8 52	7 9	2 45	3 5
Fri.	19	10 47	4 5	4 25	0 1
		9 33	8 1	3 16	3 0
Satur.	20	11 50	4 3	5 15	0 0
		10 18	8 1	2 43	3 5
Sun.	21	1 0	4 1	4 25	3 3
		11 9	7 8	7 7	0 3
Mon.	22	2 18	4 0	5 6	3 6
		0 9	7 3	8 9	0 7

## CHINA COAST METEOROLOGICAL REGISTER.

15th May, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	6.	—	—	—	—	—	—
Namuro	5.	29.85	—	—	SE	1	—
Hakodate	5.	29.85	—	—	—	—	—
Yokohama	5.	29.82	—	—	W	1	—
Kobe	5.	29.81	—	—	W	1	—
Nagasaki	5.	29.99	—	—	NW	1	—
Kagoshima	5.	29.60	—	—	N	1	—
Oshima	5.	29.23	—	—	—	0	—
Naha	5.	29.89	—	—	—	0	—
Ishijima	5.	29.91	—	—	ENE	1	—
Shimonoseki	6.	—	—	—	—	—	—
Obi	6.	29.92	54	94	ENE	0	r
Wakayama	5.	—	—	—	—	—	—
Shimonoseki	5.	—	—	—	—	—	—
Obi	5.	—	—	—	—	—	—
Wakayama	5.	—	—	—	—	—	—
Shimonoseki	5.	29.91	89	93	N	1	o
Obi	5.	29.82	62	100	N	1	rf
Wakayama	5.	29.94	73	96	N	1	—
Amoy	9.	29.81	76	85	—	0	b
Swatow	6.	—	—	—	—	—	—
Taiho	5.	29.78	70	91	S	2	b
Taipei	5.	29.78	73	—	—	0	b
Tainan	5.	29.75	73	—	—	0	b
Koshu	5.	29.78	73	—	—	0	b
Pescadore	5.	—	—	—	—	—	—
Canton	6.	29.72	76	95	—	0	b
Hongkong	5.	29.70	79	86	N	3	e
Canton	5.	29.70	79	86	N	3	e
Macao	5.	29.67	77	92	N	4	b
Wuchow	9.	—	—	—	—	—	—
Haihow	—	—	—	—	—	—	—
Peking	—	—	—	—	—	—	—
Tientsin	6.	29.68	77	89	ENE	2	b
Tourane	5.	29.47	73	—	NW	8	—
Cape St. James	5.	29.61	71	—	SW	4	b
Amoy	5.	29.72	73	91	—	—	—
Dagupan	5.	29.69	73	92	—	—	—
Manila	5.	29.70	73	92	—	—	—
Cebu	5.	29.72	77	96	—	0	o
Yokohama	5.	29.76	75	94	ENE	2	—
Hilo	5.	29.78	76	92	N	1	o
Sanigo	5.	29.74	76	96	W	1	—
Laban	5.	29.65	61	95	SW	3	b







## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Stations of the INDIAN AFRICAN LINE.

From Hongkong Connecting with From Colombo

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the (Quickest Freight Transport from the ORIENT to SOUTH AFRICA)

## PROPOSED SAILING

From Hongkong S.S. "JESERIC" About 15th June.

For Rates of Freight and Passage, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 4th June  
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO BAIRD & CO., CANTON.

Hongkong 11th April, 1916.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI, WEIHAIWEI & TSINGTAI "KURICHOW" ... On 16th May, Noon.  
SWATOW & BANGKOK "CHANGCHOW" ... On 16th May, 2 P.M.  
MANILA, CEBU and ILOILO "CHINHUA" ... On 16th May, 4 P.M.  
HAIPHONG "KAIKONG" ... On 19th May, 10 A.M.  
SHANGHAI "YINGCHOW" ... On 19th May, 10 A.M.  
TIENTSIN "KURICHOW" ... On 28th May, 11 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

SS. "LINTAN" and SS. "SANDU" ...  
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS. "ANBU", "CHENAN", "LUOHOW", "YINGCHOW", "SHANTUNG" and "RINKYANG" with excellent accommodation; Electric Light and Fans in Saloon and State-rooms; maintains regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 16th May, 1916. TELEPHONE 34.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying at 9 to 10 Days)

STEAMERS CAPTAIN LEAVING

"HAIHONG" ... [Capt. J. W. Evans] ... WED'AY, 17th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & Co.,  
GENERAL MANAGERS.

Hongkong, 13th May, 1916.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

SS. "SHIPALA" 5,500 tons, Captain J. H. Gagey, will be despatched for SHANGHAI, MOJI and KOBE on 26th May.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

Hongkong, 18th May, 1916.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to Colombo	Friday	Str. from Colombo	1916	1916
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	Leave Hongkong About
NYANZA	TUESDAY, 30th May.
NAGOYA	SATURDAY, 3rd June.
NELLORE	SATURDAY, 17th June.
NANKIN	SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company. † Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

## MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Leave S'PORE	Due at Marseilles	Due at London
	about	about	if calling about	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 27

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freights, Handbooks, etc. apply to  
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NIPPON YUSEN KAISHA.  
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DEPARTURES	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENEBLE	\$ KAGA MARU Capt. Tozawa	11,500	THURSDAY, 25th May, at Noon
	\$ KAMO MARU Capt. Shimizu	16,000	THURSDAY, 9th June, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ KAMAKURA MARU Capt. T. Kuma	12,000	TUESDAY, 16th May, at 4 P.M.
	\$ YOKOHAMA MARU Capt. Shimizu	12,900	WED'AY, 7th June, at 4 P.M.
STONEY and MELBOURNE via MANILA, BANGKOK, THURSDAY, ISLAND, TOWNHILLS and BRISBANE	\$ AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 4 P.M.
	\$ TANGO MARU Capt. Hayada	13,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	\$ TENSHIN MARU Capt. Kawai	8,000	(SATURDAY) May, 27th
BOMBAY via SINGAPORE, MALACCA and COLOMBO	\$ RANGOON MARU Capt. Hori	8,000	(MONDAY) May, 22nd
KOBE & YOKOHAMA	\$ TOSA MARU Capt. Sakamoto	10,000	(WED'AY) May, 24th
MOJI and KOBE	\$ YETOROFU MARU Capt. K. Ogura	8,800	(SATURDAY) May, 20th
NAGASAKI, KOBE and YOKOHAMA	\$ NIKKO MARU Capt. Tazawa	9,500	(MONDAY) June, at 10 A.M.
SHANGHAI and KOBE	\$ SATORI MARU Capt. B. Kon	21,000	(WED'AY) May, at 5 P.M.

† Wireless Telegraphy.

## SOME PRINCIPAL FARES.

To London 1st Single Yen 250.00	To London 2nd Single Yen 150.00
Return 475.00	Return 275.00
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1st Return Yen 472.00	1st Return Yen 473.00
To Yokohama, 1st Return Yen 115.00	To Kobe, 1st Return Yen 115.00
2nd Return Yen 50.00	2nd Return Yen 50.00

ROUND-THE-WORLD, Tour No. 1 £112.8. Tour No. 2 £112.17.

For Further Information as to Freight, Sailing, etc. apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 292 and 1941.

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamers	Tons and Speed	Leave Hongkong
SEIYO MARU	14,000 — 14 knots	TUES., 16th May Noon.
NIPPON MARU	11,000 — 16 knots	TUES., 18th May 10.30 A.M.
SHIYUO MARU	22,000 — 21 knots	WED., 31st May Noon.
DAIREN MARU	9,000 — 12 knots	SATUR., 3rd June Noon.
JINYO MARU	8,000 — 12 knots	MON., 26th June Noon.
PERSIA MARU	9,000 — 14 knots	TUES., 4th July 10.30 A.M.
KWANTO MARU	8,000 — 12 knots	SATUR., 8th July Noon.
KIYO MARU	17,500 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon.

† Via MANILA, Omitting Shanghai. ‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " NEW YORK £60. " " " £96.10.

" " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by the route of the CANADIAN PACIFIC RAILWAY CO.

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TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamer SEIYO MARU ... 14,000 — 14 knots ... TUESDAY, 16th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,  
King's Building, 1213

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FOURTHLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FOURTHLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ...

ANDRE LEBON ... On 17th May, at 8 A.M.

YOKOHAMA ...

HOMEWARD

For SHANGHAI, KOBE AND YOKOHAMA ...

POETHOS ... On or about 22nd May.

MANILA ...

(Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

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Return Tickets to Europe available two years.

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## O. S. K.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

\* "CANADA MARU" ... T. Suruga ... FRIDAY, 26th May, at 3 P.M.

† "TACOMA MARU" ... T. Hamada ... MONDAY, 12th June, at 3 P.M.

† Omitting Shanghai and Nagasaki. \* Omitting Manila and Nagasaki.

## BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

"LUZON MARU" ... SATURDAY, 3rd June, at 7 A.M.

## FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO,

VIA SWATOW AND AMOY.

\* "KAIJO MARU" ... SUNDAY, 14th May, at Noon.

\* "AMAKUSA MARU" ... SUNDAY, 21st May, at Noon.

\* "BOSEU MARU" ... WED'AY, 24th May, at 9 A.M.

‡ Proceeding to Anping and Takao.

‡ Proceeding to Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the ROON YIP WHARF, near the Harbor Office.

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